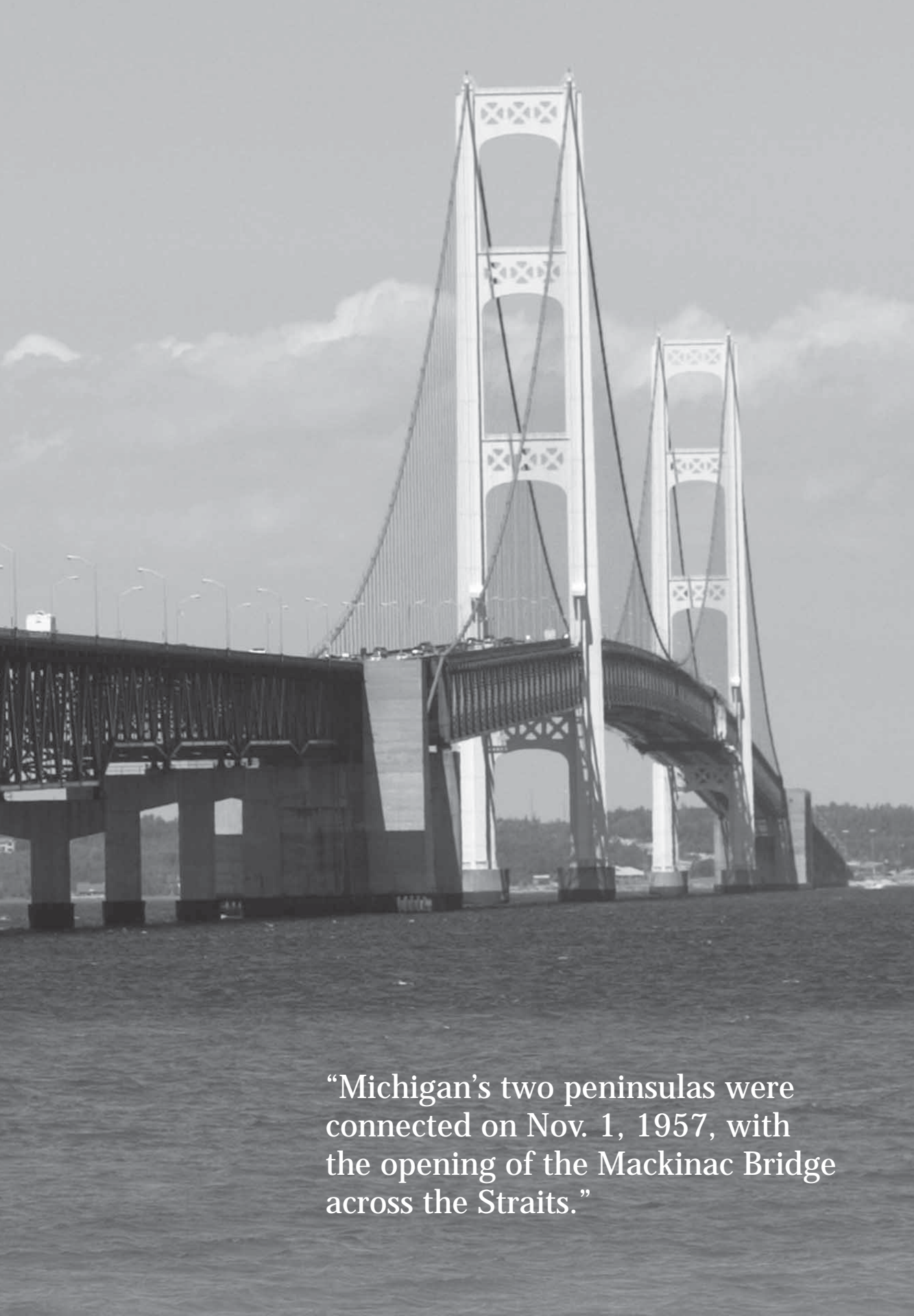


2007

Michigan Department of Transportation

MDOT: A Guide for Legislators





“Michigan’s two peninsulas were connected on Nov. 1, 1957, with the opening of the Mackinac Bridge across the Straits.”

Dear Legislator:

A superior transportation system is critical to the economic success of our state. At the Michigan Department of Transportation, we work to build and maintain our systems to the highest possible standards. Mobility and safety for all our residents and visitors is paramount in our decision-making process. Our success is measured by how well we meet the needs of our customers. This means that all our systems (highways, bridges, intercity bus and rail, airports, marine operations, and local bus systems) must be built and maintained to the highest standard. If one of our modes of transportation suffers, the entire system suffers, and we won’t let that happen.

Fifty years ago, we built the “Mighty Mac” – the Mackinac Bridge that links Michigan’s upper and lower peninsulas. Today, MDOT is building a bridge into the 21st century with an integrated transportation system. Such a system will leverage technology and partnerships to move people, goods, services and information to further strengthen Michigan’s global competitiveness and our connections with our neighbors in local communities, other states, and our international partners in Canada and overseas.

MDOT is responsible for developing a transportation system that makes every resident mobile, fuels the state’s economy, and enhances the quality of life for everyday citizens. We are equally committed to improving safety and encouraging inclusive government with public involvement. As you progress in your career with the Michigan Legislature, we look forward to working with you in maintaining our transportation system as one of the best in the nation. This publication is designed to assist you and your staff in gaining a better understanding of how we conduct business at MDOT.

I hope you will find this information helpful. If you have questions concerning any of the material in this publication, please contact either my office or Ron DeCook, Director of Governmental Affairs.

Sincerely,

Kirk T. Steudle, P.E.
Director
Michigan Department of Transportation



Kirk T. Steudle, P.E.
Director

“Providing the highest quality integrated transportation services for economic benefit and improved quality of life.”



Jacqueline G. Shinn
Chief Deputy Director



Larry E. Tibbits, P.E.
Chief Operations Officer



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Chief Administrative Officer



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Table of Contents

MDOT ORGANIZATION

Overview of MDOT	5
— Highway Operations	6
Highway Development	6
Highway Delivery	6
Highway Program Fiscal Year 2006 Accomplishments	7
Fiscal Year 2007 Highway Program Investment	8
The Five Year Transportation Program for 2007-2011	8
— Bureau of Transportation Planning	10
The State Long Range Plan (SLRP)	10
The State Transportation Improvement Program (STIP)	10
MDOT's Five Year Transportation Program and Annual Call for (Highway) Projects	10
Public Involvement in Transportation Decisions	11
— Passenger Transportation Bureau	12
Local Transit	12
Intercity Passenger Services	13
Passenger Rail Services	13
Intercity Bus Services	13
Other Passenger Transportation Programs	14
— Freight Division	14
State Rail Programs	14
Local Grade Crossing Programs	14
Rail Freight Infrastructure and Safety Programs	14
— Aeronautics Division	16
— Marine and Port Services Programs	16
— State Transportation Commission	17
— Aeronautics Commission	17

TRANSPORTATION FUNDING

Michigan Transportation Fund (MTF)	19
State Trunkline Fund (STF)	19
Comprehensive Transportation Fund (CTF)	19
State Aeronautics Fund	19
Transportation - Related Trust Fund	19
Fuel Taxes	19
Transportation Economic Development Fund (TEDF)	22
Category A - Economic Development Road Projects	22
TEDF Application Process and Project Selection	22
Transportation Enhancement (TE) Program	23
Safe Routes to School (SR2S) Program	23
Disadvantaged Business Enterprise Program	23

FREQUENTLY ASKED QUESTIONS

How Do I Know if a Road Is a State Trunkline?	25
How Do I Find Out Which Agency Maintains a Road?	25
Who Locates and Fixes Potholes? How Do I Go About Reporting Potholes?	25
How Do I Order a State Map?	25
How Can I Find Out About Construction on State Roads?	25
What Is a Roundabout?	26
What Is a Single-Point Urban Interchange?	26
What Is a Michigan Left Turn?	26
How Do I Request a Change in a Speed Limit?	26-27
How Do I Request That a Traffic Signal be Installed?	27-28
How Do I Make a Freedom of Information Act (FOIA) Request?	28
How Do I Determine if My Vehicle/Load is Oversized or Overweight?	28
How Do I Obtain a Vehicle Permit?	28
What Agency Is in Charge of Rest Areas and Welcome Centers?	29
Why Does it Seem That My Area Isn't Getting Its Fair Share of Transportation Funding?	29
How Can I Submit a Claim for Damage Sustained to My Vehicle on a State Trunkline?	29
Does MDOT Have Any Funds for Businesses Affected by Road Construction?	29
Why Are There Out-of-State Companies Doing Work on Michigan Roads?	30
Where Can I Find MDOT Projects Advertised on the Web?	30
What Can I Find on MDOT's Web site?	31

REGION OFFICES

Contact Information for Region Offices and Transportation Service Centers	33-34
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In 1905, the state of Michigan initiated a system to financially reward counties and townships that improved roads to meet the state's standards. In 1913, the state Legislature began officially designating state trunkline highways; this responsibility would later be delegated to the state highway commissioner. The first weight tax for roads was levied in 1915. The federal government began allocating road funds to states in 1916, but it was not until 1925 that the first gasoline tax was levied in Michigan.

Two years later, in 1927, the state Legislature adopted legislation to divide the state fuel tax and weight tax revenues among state, county and city roads. Township roads were placed under the jurisdiction of the state highway commissioner in 1931. Motor vehicle tax revenues were constitutionally dedicated to roads in 1938.

In 1951, the state Legislature passed Public Act 51 of 1951 that codified all existing highway and transportation-related statutes into one all-encompassing legal act. This statute remains the single most significant governing document that addresses the funding of roads, bridges and public transportation. The act has been amended and expanded several times throughout the years to reflect increases in taxes, and policy changes regarding administering and carrying out the responsibility of managing the public transportation needs of Michigan.

In 1963, the provision to constitutionally dedicate gas and weight taxes for roads and bridges was retained when the new state constitution was drafted. The constitution was amended in 1978 to provide funding for public transportation from fuel taxes and state sales taxes.

MDOT Organization

Overview of MDOT

The state is divided into seven geographic regions (Metro, Grand, University, Bay, Southwest, North, and Superior), with several Transportation Service Centers (TSCs) located in each region. Each region handles transportation-related construction, maintenance and programs within its geographic boundaries. Region offices are managed by professional engineers who are trained to direct and oversee the transportation activities and programs of their respective regions.

Transportation Service Centers are designed to respond to the transportation needs of local communities. The TSCs are geographically located throughout the state, with approximately three to four TSCs per region. The TSCs perform a number of functions, including issuing permits, performing road and bridge construction and maintenance, and responding to urgent transportation needs, such as road closures due to storm damage. TSC staff also advise local residents about state and federal funding opportunities to meet local needs, and provide road and travel information for construction schedules; detours; road closures; traffic delays; bad weather conditions; traffic volume counts; bus and train schedules, and state, county and city maps.

Michigan's 9,695-mile state highway system, comprised of all the I-, U.S.- and M-numbered highways, is the backbone of Michigan's 119,570-mile highway, road and street network. It carries more than one-half of all the traffic in the state. MDOT administers other state transportation programs, including airports, intercity passenger services, rail freight, local public transit services, non-motorized transportation, the Transportation Economic Development Fund (TEDF) and the Transportation Enhancement (TE) program. The department is responsible for developing and implementing a comprehensive transportation plan for the entire state that includes all modes of public transportation. State employees provide professional and technical assistance to local public transit providers and oversee the expenditure of state funds for these agencies. The state also owns more than 650 miles of railroad track, which is managed by private operators. The department oversees a rail safety program that functions with local road agencies and railroad companies to ensure adequate protection for motorists at all public rail grade crossings in the state. The Passenger Transportation Bureau administers and oversees funds for public transportation systems in all 83 Michigan counties.



I-96 and Telegraph Road,
Metro Region

Highway Operations

The Michigan Department of Transportation's Highway Operations is comprised of two bureaus, Highway Development and Highway Delivery; seven Regions; the Office of Research and National Best Practices; the Office of Operations Administrative Services; and the Safety and Security Administration. The department has jurisdiction over approximately 9,700 miles of state highways (U.S., I, and M routes) and more than 4,500 bridges (3,200 freeway and 1,300 non-freeway).

Highway Development

The Highway Development Bureau is comprised of two divisions: Real Estate and Design. The Real Estate division provides real estate services, including the appraisal and acquisition of right-of-way, and the disposal of department-owned property. The Design division provides documents and services in support of the department's strategic goals. These duties include:

- Preparing construction/reconstruction plans for bridges and related structures.
- Providing engineering data regarding utilities, drainage, and roadside development.
- Assuring that plans and proposals are prepared in conformance with the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and MDOT standards.
- Coordinating and implementing automated engineering systems and standards.
- Administering the federal and state aid programs for local agencies.
- Acquiring aerial mapping photography and accumulating survey data.

Highway Delivery

The Highway Delivery Bureau has four divisions: Construction and Technology, Maintenance, Traffic and Safety, and Intelligent Transportation Systems (ITS).

The Construction and Technology division is responsible for the development and distribution of construction specifications, quality control/quality assurance programs, field consultation standards, and training in support of delivery of the annual program in all seven regions. In addition, the Construction and Technology division administers the annual bridge and Capital Preventative Maintenance (CPM) programs. It also provides specialized engineering expertise to the regions and other divisions, and maintains AASHTO-accredited testing laboratories for all types of highway materials.

The Capitol Preventative Maintenance program is designed to reduce normal wear and tear on roads and extend their service life. It's a lot like performing routine maintenance on your car.

The Maintenance division provides highly specialized skills, technical support, and training assistance to the regions. Maintenance provides safe roadways for the traveling public and maintains the serviceability of the highway system, while preserving the state's investment in our transportation infrastructure.

The Traffic and Safety division uses comprehensive highway traffic engineering technology in all phases of the department's effort to reduce traffic crashes and injuries, vehicle delay, fuel consumption, pollution, and operating costs. Its responsibilities include:

- Determining the need for traffic control devices.

- Administering traffic operations and safety programs.
- Maintaining a traffic engineering data records system.
- Studying driver behavior, vehicular capabilities and interactions.

The Intelligent Transportation Systems (ITS) support area works to develop a combination of electronics, telecommunications and information technology for improving safety and travel times on the transportation system. ITS technology is not only limited to highways, but includes all modes of transportation. MDOT has been at the forefront of ITS in the nation from the very beginning.

In 1995, MDOT developed the Michigan Intelligent Transportation Systems (MITS) Center in southeast Michigan. Grand Rapids is also served by several miles of ITS equipment on US-131 operated for MDOT by the city of Grand Rapids Police Department. MDOT is also taking a lead role in preparing an implementation plan for expediting traffic flow across the border at the Ambassador (Detroit) and Bluewater (Port Huron) bridges and the Detroit-Windsor Tunnel, using ITS technologies.

Highway Program Fiscal Year 2006 Accomplishments

The MDOT FY 2006 Highway Program investments totaled approximately \$1.5 billion, including pre-construction phases (project scoping, environmental clearance, design, and right-of-way acquisition) and construction projects.

According to a 2006 University of Michigan economic benefits study, this program investment supported approximately 27,230 jobs throughout Michigan. MDOT also delivered on its commitments to the public with the

implementation of the first year of Governor Granholm's Jobs Today Initiative. The Jobs Today Trunkline Initiative will invest \$163 million to help local agencies start federally-funded projects.

The department was successful in providing Michigan travelers with over 400 miles of improved roads and over 200 repaired bridges. MDOT also extended approximately 1,854 miles of pavement life through the Capital Preventive Maintenance Program.

The Highway Program maintained the 9,700 mile state trunkline system by investing \$261 million in routine maintenance activities, such as pothole filling, snow plowing, sweeping, and grass cutting.



M-6/US-131 interchange,
Grand Region

Fiscal Year 2007 Highway Program Investment

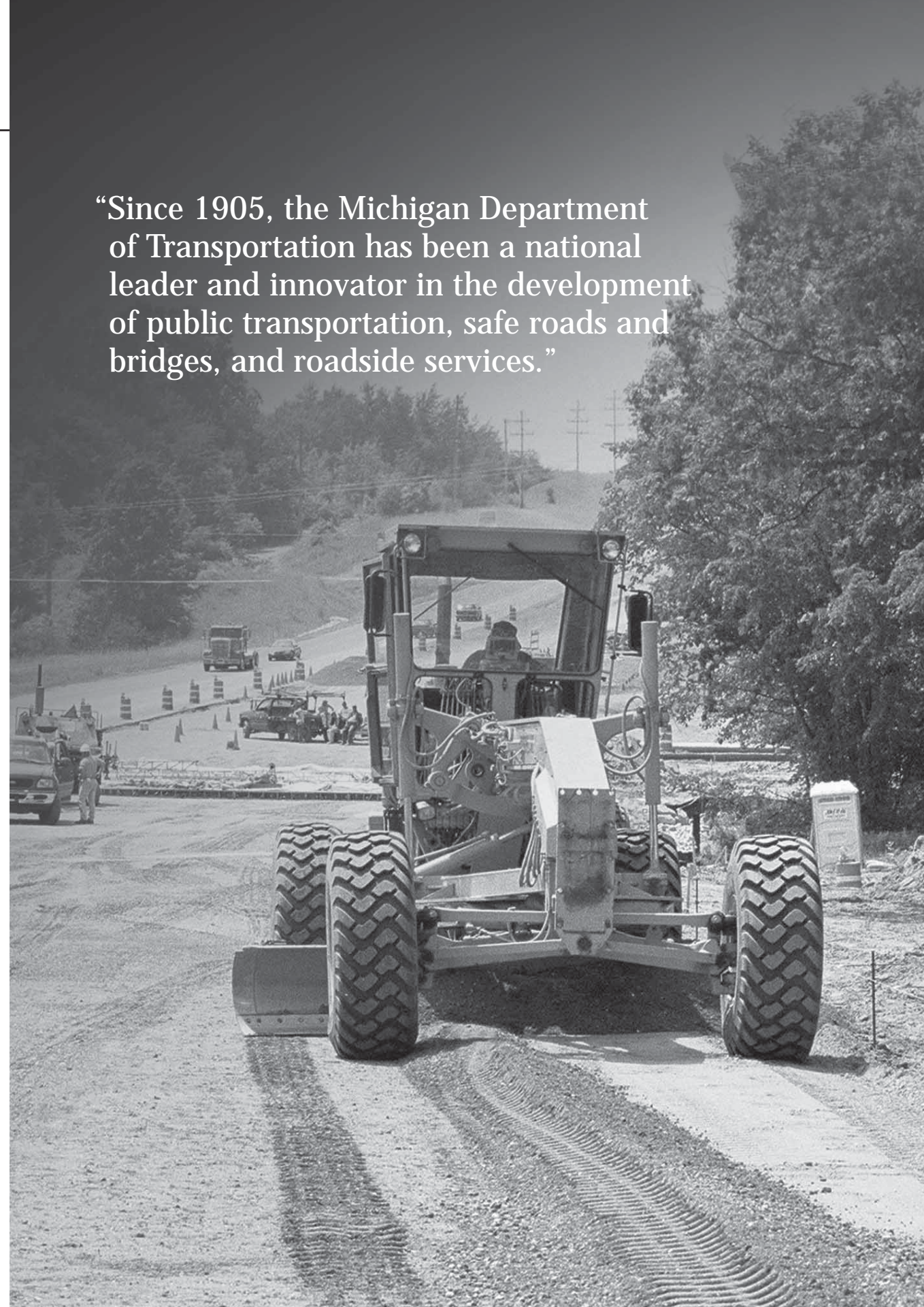
MDOT's Fiscal Year 2007 Highway Program investment will total approximately \$1.62 billion, including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. This program investment will support more than 29,500 jobs throughout Michigan. The FY 2007 Highway Program expenditures will include \$275 million in routine maintenance activities that address snowplowing, roadside maintenance, and necessary repairs on roads and bridges between major projects. The FY 2007 Highway Program will provide Michigan travelers with approximately 535 miles of improved road and more than 250 rehabilitated or reconstructed bridges. MDOT will manage the good and fair roads by extending the life of approximately 1,450 miles of pavement through the Capital Preventative Maintenance Program. The FY 2007 Highway Program utilizes an asset management approach by focusing investments on high volume routes in poor condition and extending the life of roads and bridges to keep them in good condition. The program includes a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive Capital Preventative Maintenance Program, and routine maintenance of the entire trunkline system.

The Five Year Transportation Program for 2007-2011

MDOT is focused on the safety and preservation of Michigan's existing transportation system. The Five Year Transportation Program for 2007-2011 will invest more than \$4.9 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. In addition, more than half of the investment programmed for capacity improvements will go toward increasing capacity on existing roadway, thereby helping to grow Michigan's economy simultaneously through both preservation and capacity enhancement. Investments in Michigan's transportation system will also focus on a comprehensive safety program, increased emphasis on elderly mobility and expanded work zone safety efforts.

This five-year transportation program will provide Michigan travelers with an average of approximately 265 miles of improved roads in each of the next five years, as well as repairs to an average of more than 300 bridges per year. MDOT also will manage Michigan's road system by extending the life of more than 1,500 miles of pavement each year through the Capital Preventative Maintenance program.

“Since 1905, the Michigan Department of Transportation has been a national leader and innovator in the development of public transportation, safe roads and bridges, and roadside services.”



Bureau of Transportation Planning

The Bureau of Transportation Planning solicits public involvement in identifying transportation needs, and guiding transportation investments for the future, for both short-term and long-term transportation needs in Michigan.

The State Long Range Plan (SLRP)

The State Long Range Plan guides transportation investment decisions. Known as the MI Transportation Plan, it identifies current and emerging needs for all modes of transportation within the state and sets investment priorities for meeting those needs. The SLRP spans a 20- to 25-year period and is updated approximately every five years. MDOT has relied on representatives from diverse stakeholder groups to help with updates and conduct listening sessions statewide.

The State Transportation Improvement Program (STIP)

The State Transportation Improvement Program is a three-year list of specific investments in the system. The STIP includes all federal-aid projects for transit, rural roads, and state trunkline projects in Metropolitan Planning Organization (MPO) areas. Rural residents can attend local meetings of transit agencies, road commissions and city, village and township boards to advocate for transportation improvements to be included in the program. MDOT region and Transportation Service Center offices work closely with the public, and provide a conduit for addressing local needs.

The STIP is developed concurrently with the MPO's Transportation Improvement Programs (TIPs), which are prepared for each urbanized area and also cover a three-

year period. MPO-area TIPs list all federally funded transit and state trunkline projects, and any federal-aid local road projects within the MPO boundary. MPOs conduct their own formal public involvement processes required for preparing each TIP.

MDOT's Five Year Transportation Program and Annual Call for Projects

During the Annual Call for (Highway) Projects, which adds a new year to the previous year's Five Year Transportation Program, MDOT Transportation Service Centers throughout the state communicate with rural task forces, county road commissions, MPOs, cities, and villages to evaluate the list of prospective road and bridge projects. This advance notice of potential projects gives the local agencies an opportunity to comment and influence related activities such as scheduling in order to coordinate the proposed work with local projects. This annual process also presents opportunities to review projects scheduled for the following years, explain MDOT's process regarding project selection for the fifth year, communicate system condition goals, and discuss pavement management strategy. Beginning in 2004, the scope of the Five Year Road and Bridge Program was expanded to include investments in rail, transit, marine, ports, and aviation.

Preparation of the Five Year Transportation Program includes a major effort to involve the general public and local planning agencies early in the process of project and program development. MDOT regularly holds public meetings to provide a venue for individuals, groups, and local government officials to make their respective needs and priorities known, and to comment on the development of the Five Year Transportation Program.

Public Involvement in Transportation Decisions

Public involvement, essential for effective transportation planning, is required by the National Environmental Policy Act and under Title 23; Section 450.212, Code of Federal Regulations. While the methods for carrying out public involvement are left to the discretion of each state, the public involvement processes must provide:

- Early and continuous opportunities for involvement.
- Timely information about transportation issues, processes and procedures.
- Reasonable access to technical and policy information.
- Adequate notice of involvement opportunities at key decision points.
- Methods for considering and responding to public input.
- A course of action for considering and seeking out the needs of traditionally underserved groups.
- Periodic review and evaluation of the public involvement process.

There are other requirements that must be complied with when conducting public meetings, such as providing accessibility at meeting locations, and providing material under the Americans with Disabilities Act of 1990. Other requirements are inclusive participation as required under Title VI of the Civil Rights Act of 1964, and targeting traditionally underserved groups, e.g., low income and minority populations, for increased opportunity for involvement under Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, 1994. Following is a brief overview of the planning process that encourages and relies on public input.

MDOT Public Involvement Guidelines

- Solicit public participation in each phase of the statewide planning process.
- Seek broad identification and representative involvement of customers and users of all transportation modes.
- Utilize effective and equitable avenues for distributing information and receiving comments.
- Provide educational materials and design public involvement initiatives that will support and encourage effective participation.
- Develop and maintain staff expertise in all aspects of public involvement.
- Encourage and support continuous improvement in the methods used to meet the public's need for information and involvement.



Passenger Transportation Bureau

MDOT's Passenger Transportation Programs include local transit, intercity bus, passenger rail, and marine passenger. These programs are supported by annual appropriations from the Comprehensive Transportation Fund (CTF), federal transit funds, and other various revenues.

Local Transit

Michigan public transit is a compilation of local public and non-profit service providers. Service levels and types are defined at the local provider level. Both the Michigan Department of Transportation and the U.S. Department of Transportation/Federal Transit Administration (USDOT/FTA) provide financial support, technical assistance, and compliance oversight, but neither agency determines the types and levels of service.

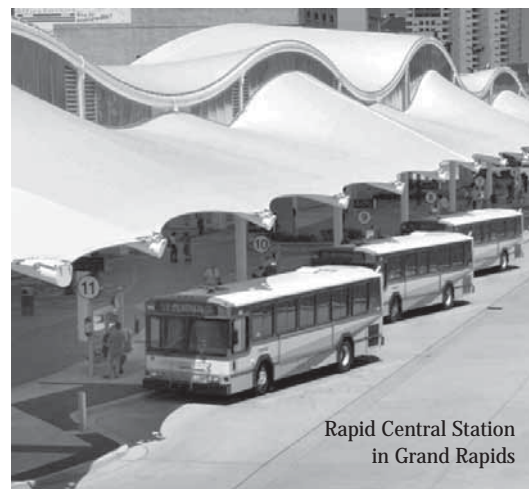
Michigan is served by 79 local public transportation systems and 40 specialized transportation service providers. These 119 providers plus their subcontractors are the backbone of Michigan's public transit network. All 83 Michigan counties are served by one or both of these services. Although all Michigan counties have some public transportation, there are still gaps in service.

Michigan's public transit systems are categorized as urban and non-urban (rural), based on their service area population. Urban transit systems transported 77.8 million passengers in 2005 while non-urban area systems carried more than 6.7 million passengers. In 2005, an additional 1.4 million passengers, primarily senior citizens and persons with disabilities, were transported through the Specialized Services Program, which represents a 10 percent increase since 2000.

MDOT's investments in local transit are largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution of CTF revenues and the eligible use of federal formula apportionments in SAFETEA-LU. It is important to remember that over 80 percent of the federal transit funding that comes to Michigan each year is issued in the form of grants from the FTA to individual urban transit agencies; MDOT is not involved in programming those funds.

The two most prominent local transit programs administered by MDOT:

- **Local Bus Operating Assistance:** Act 51 mandates state funding for operational support of transit systems (including ferry boat operations). In addition, MDOT receives and distributes federal formula funds for operating assistance to non-urban transit agencies.
- **Bus Capital:** State funds are used to match federal capital grants awarded to MDOT and to individual transit agencies. Federal capital grants are the primary source of funding for the maintenance of local transit infrastructure, including vehicle replacements, and passenger and maintenance facilities.



Intercity Passenger Services

Within the state of Michigan, intercity passenger services include both intercity bus and passenger rail. The primary carriers are the National Railroad Passenger Corporation (Amtrak), Greyhound Lines, Inc., and Indian Trails Inc. The Upper Peninsula and most of the Northern Lower Peninsula are limited to only intercity passenger bus service, while southern portions of Michigan are served by both train and bus. The service available is a function of schedules/routes determined by the individual carriers plus state-supported routes as determined by MDOT.

Passenger Rail Services

Michigan is one of 13 states that contracts with Amtrak for the operation of trains that supplement the national Amtrak network, by extending the reach of passenger rail services or increasing frequencies on national routes. Amtrak offers intercity passenger rail services along three corridors and serves 24 station communities in Michigan. These services are the *Pere Marquette* (Grand Rapids-Chicago), the *Blue Water* (Port Huron-Chicago) and the *Wolverine* (Pontiac-Detroit-Chicago). The *Wolverine* service is funded by Amtrak as part of its national network. The *Pere Marquette* and the *Blue Water* are operated by Amtrak under a contract with MDOT.

Statewide ridership and revenue for the Michigan intercity passenger rail services has risen steadily during the past five years and has reached an all-time high on all three routes in FY 2006. Statewide figures show FY 2006 exceeding FY 2005 by more than 8 percent in ridership and over 21 percent in revenues. Between Oct. 1, 2001, and Sept. 30, 2006, the *Blue Water* (Port Huron-Chicago) and the *Pere Marquette* (Grand Rapids-Chicago) transported 922,124 passengers, operated 1.75 million train miles

and generated \$23 million in revenue with an average cost to the state of \$35 per passenger and \$17.86 per train mile.

Intercity Bus Services

The two principal intercity bus carriers operating in Michigan are Greyhound Lines, Inc., and Indian Trails, Inc. Greyhound Lines and Indian Trails provide daily, regular route intercity bus service to 127 Michigan communities. These two carriers, through a combination of subsidized and unsubsidized services, form the intercity bus network in Michigan.

In Southern Michigan, intercity bus service is unsubsidized. In the Upper Peninsula and the Northern Lower Peninsula, intercity bus service is subsidized by MDOT and would not exist in the absence of state assistance. As of February 2007, all subsidized bus service in the Upper Peninsula and the Northern Lower Peninsula is provided by the Michigan-based Indian Trails.

Between Oct. 1, 2001, and Sept. 30, 2006, Greyhound Lines transported 294,777 passengers, operating in excess of 4.3 million bus miles over the Upper Peninsula routes. The average cost to the state, in terms of operating subsidy only, was \$24 per passenger. These routes generated more than \$4.8 million in revenue for Greyhound Lines. For this same period, Indian Trails transported 193,760 passengers, operating in excess of 3 million bus miles along the Northern Lower Peninsula routes. The average cost to the state was \$9 per passenger, when taking into consideration the operating subsidy only. These routes generated more than \$3.7 million in revenue for Indian Trails. Overall, the five routes carried 488,537 passengers in excess of 7.3 million bus miles, at an operating subsidy level of \$1.23 per mile operated.

Other Passenger Transportation Programs:

- Public transit services supported by MDOT with state and federal funds also include a state-managed commuter vanpool service.
- MDOT regulates the safety of intercity bus carriers, charter bus carriers, and limousine carriers under Public Acts 432 of 1982 and 271 of 1990.
- MDOT provides operating assistance and small amounts of capital support to the two eligible public transportation authorities that provide public ferry operations.

Freight Division

The state purchased railroad properties in 1976 when deregulation of the nation's railroads threatened business and industry with the loss of railroad service in areas of Michigan vulnerable to economic disruption. The state purchased several marginal rail lines and entered into agreements with private management companies to operate the lines. Until 1985, MDOT subsidized state-owned railroads. MDOT does not currently provide direct subsidy to state-owned lines, but the department continues to partner with the contract agencies in providing rail service.

MDOT's Freight Division also handles the divestiture of state-owned rail lines. Under legislation enacted in July 1998, MDOT was required to divest four defined rail segments. The objective is to return commercially viable rail operations to the private sector, thus minimizing state involvement where it is not necessary to the state's transportation goals.



State Rail Programs

The Freight Division administers several programs related to rail freight operations, including the Michigan Rail Loan Assistance Program (MiRLAP). MiRLAP is designed to help preserve and improve rail freight infrastructure by loaning funds to eligible applicants.

The Freight Division also offers financial assistance to transportation companies, private companies, and local units of government in the development and/or expansion of business and industries.

Local Grade Crossing Program

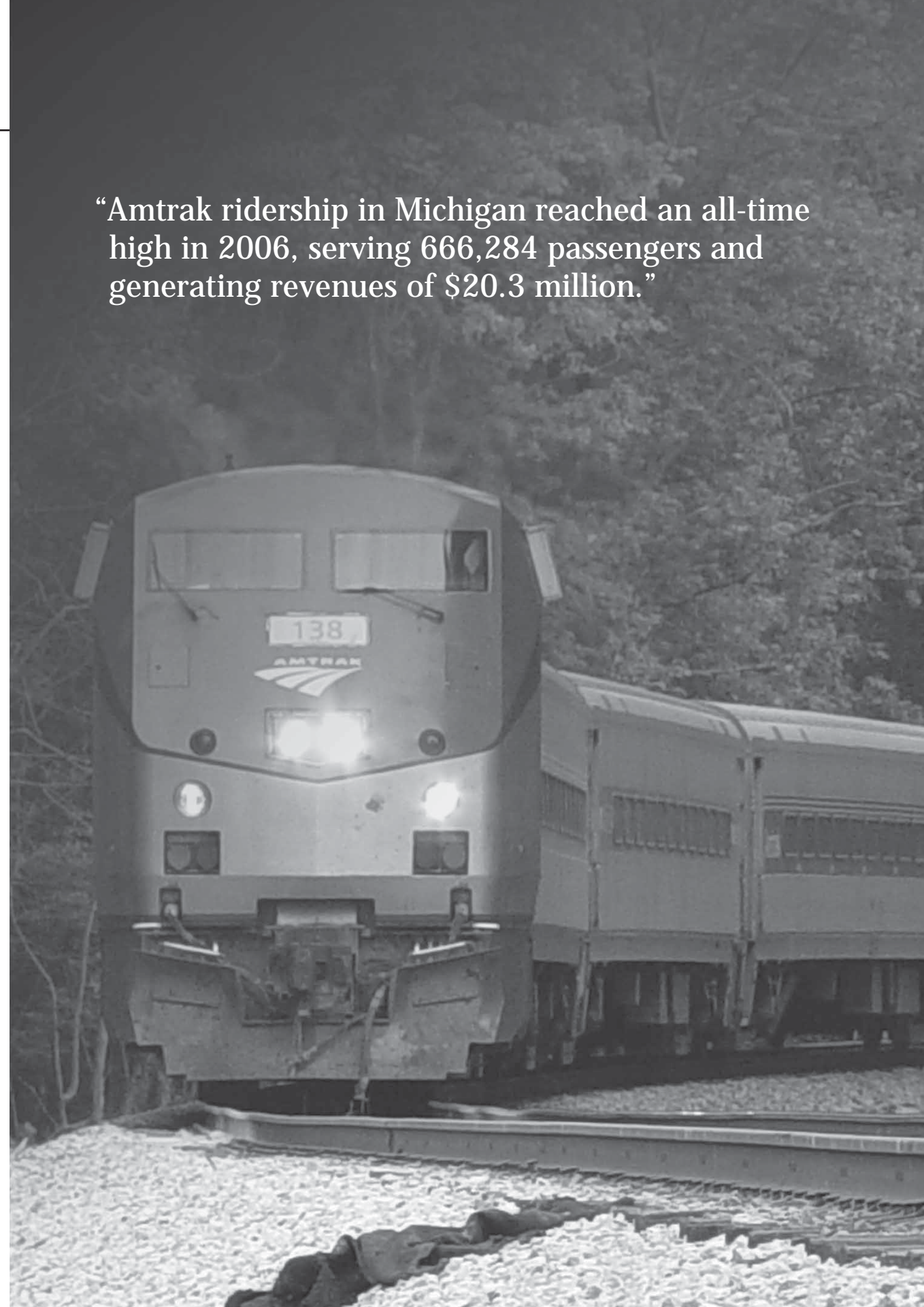
The Local Grade Crossing Program provides local governmental units and railroad companies with assistance in developing and implementing projects to enhance motorist safety at public highway/railroad grade crossings. Locations are selected using a statewide prioritization system that identifies crossings where safety enhancements will have the greatest benefit to the motoring public.

The Grade Separation Loan program provides funding assistance for safety upgrades to help eliminate hazards for motorists and train crews, while it also addresses community transportation infrastructure challenges.

Rail Freight Infrastructure and Safety Program

The Rail Freight Infrastructure and Safety Program funds projects for the 650 miles of state-owned rail lines, and provides loans or grants to private companies in order to improve rail infrastructure or promote economic development. The Rail Freight Section regulates railroad crossings and provides funding for safety enhancements at crossings. Its regulatory and safety functions are supported with the department's operating funds.

“Amtrak ridership in Michigan reached an all-time high in 2006, serving 666,284 passengers and generating revenues of \$20.3 million.”



Aeronautics

The Bureau of Aeronautics, which is comprised of two divisions: Airports and Aviation Services, services the needs of airports, pilots, air travelers and other airport customers.

The Airports Division administers the State Airport Development Program, which provides project management for the programming, planning, design, safety evaluation, and construction of airports throughout Michigan. Funding for the State Airport Improvement Program comes from two sources, the Federal Aviation Administration Airport Improvement Program (AIP) and the State Airport Improvement Program. The funding for all Airport Improvement Projects breaks down as follows: 90 percent federal AIP money, 5 percent state airport development funds, and 5 percent local agency match.

The Airports Division also maintains responsibility for licensing and/or registering airports, flight schools, aircraft, and aircraft dealers. Each of Michigan’s 238 public-use airports and heliports are inspected annually. There are currently 80 flight schools, 225 aircraft dealers, and approximately 7,000 aircraft registered in the state. The division also maintains an active pilot safety and education program. Pilot seminars are held across the state, and are presented with the intent of encouraging pilots to remain current in the latest techniques, regulations, and safety information.

The Aviation Services Division works to help communities attract and retain quality airline services that provide links to national and global markets. The Airport Preservation Program seeks to assist airports at risk of closure, working with sponsors to find innovative solutions to problems that threaten their airports.

MDOT has utilized federal grants that are available to air-carrier airports for capital improvement, carrier recruitment and retention, and airport awareness activities. Of Michigan’s 243 public-use airports, 19 are served by scheduled air carriers. As part of the bureau’s all-weather access program, pilot information systems are located at 45 airports. These units enable pilots to access weather information, including near realtime radar images. Thirty-seven state-owned Automated Weather Observing Stations (AWOS) provide continuous weather information to pilots via voice, telephone, and computer. Bureau technicians maintain these systems as well as four state-owned navigation aids.

Marine and Port Services Programs

The programs in this category provide funding to eligible port and transportation authorities that provide public ferryboat service. Michigan law requires that cities, counties and the state approve a port authority’s operating budget (since up to 50 percent are funded by the state and 25 percent each from the city or county). The Marine Passenger Program contributes capital support to eligible transportation authorities by providing approximately \$1 million to support public ferry operations.



State Transportation Commission

The State Transportation Commission is established in the Michigan Constitution, as amended, as a nonpartisan, six-member panel appointed by the governor. Commissioners are appointed to three-year terms. No more than three members of the Commission can be affiliated with any one political party. The Commission meets on the third Thursday of each month. Commission meetings are subject to the rules and guidelines of the Open Meetings Act.

The role of the Commission is to provide a public forum for transportation policy development, and to monitor progress toward broader policy goals. These policies are presented periodically in the Michigan Transportation Policy Plan. Transportation agencies develop their own policies, plans and programs to meet the needs of their constituents. They also establish commission objectives to measure their effectiveness. Local plans and programs that affect the use of federal aid transportation dollars must be consistent with the Michigan Transportation Policy Plan.

The Office of Commission Audit reports directly to the Commission, and is charged with the overall responsibility to supervise and conduct auditing activities for the Department of Transportation. The auditor submits to the Commission reports of financial and operational audits and investigations performed by staff for acceptance.

Commissioners

- | | |
|--|------------------------|
| Ted B. Wahby, Chairman | Maureen Miller Brosnan |
| Linda Miller Atkinson, Vice Chairwoman | James R. Rosendall |
| James S. Scalici | Sixth Member - vacant |

MDOT Commission Advisor:
Frank E. Kelley 517-373-2110

Aeronautics Commission

The Michigan Aeronautics Commission, created by Act 327 of 1945, is charged with the supervision of MDOT’s Aeronautics Division. Five members of the Commission are appointed by the governor with the advice and consent of the state senate. Directors from MDOT, the Michigan State Police, the Military Affairs and a designee of the director of the department of Natural Resources comprise the other four members of the Commission.

The Michigan Aeronautics Commission is empowered to make and establish rules and regulations governing the location, design, construction, equipping and operation of all general aviation airports and facilities in the state. The Commission oversees the flight instructional programs in Michigan and approves the curriculum, equipment, personnel, operation and management of the schools. The Commission derives its authority – and operates within the scope of – the Michigan Aeronautics Code.

Aeronautics Commissioners

- | | |
|-------------------------------|---------------|
| James Collins, Chairman | Terry Everman |
| Mindy Koch | Joyce Woods |
| Capt. Dan Atkinson | Leon Hank |
| Sidney Adams, Jr. | Rob Abent |
| Brig. Gen. Richard G. Elliott | |

MDOT Director of Bureau of Aeronautics and Freight Services: Rob Abent 517-335-9568



“Federal aid provides approximately a billion dollars per year for Michigan highways, local roads and bridges, and public transit.”

Transportation Funding

Michigan Transportation Fund (MTF)

The MTF, established by Public Act 51 of 1951, as amended, is the principal funding source for MDOT. The fund is the repository for the taxes collected and dedicated to highway purposes. Transfers are made to the General Fund as prescribed by statute to pay the cost of collection of the dedicated revenues and to the State Trunkline Fund, Comprehensive Transportation Fund, the Economic Development Fund, and the Recreation Improvement Fund. Expenditures consist of grants to counties, cities, and villages for highway, bridge and transit funding (see chart, next page).

State Trunkline Fund (STF)

The State Trunkline Fund provides a distribution formula to finance the construction and maintenance of highways. This fund is subject to annual legislative review and appropriations. Major financing sources include transfers from the Michigan Transportation Fund, federal aid, and local participation. Expenditures and transfers are for administration, highway maintenance, and construction and debt service. All unencumbered balances at fiscal year end, as prescribed in the Annual Appropriations Act, must be transferred to the road and bridge construction account.

Comprehensive Transportation Fund CTF)

The Comprehensive Transportation Fund (CTF) was created for the purpose of planning, developing and funding public transportation systems within the state. Revenues are derived primarily from federal and local sources, a portion of the vehicle-related sales tax (less than a quarter of one percent), and transfers from the MTF. In accordance with statutory provisions, unencumbered, year-end balances in this fund are deemed lapsed funds and must be re-appropriated the following year.

State Aeronautics Fund

The State Aeronautics Fund was established under Public Act 327 of 1945. The revenue in this account is dedicated to the administration, and to airport development, and capital improvement projects for local airports. The budget is subject to annual legislative review and appropriation. The funding source consists mostly of federal and local contributions, and aviation fuel taxes. At fiscal year end, in accordance with the annual appropriation act, unencumbered funds are retained in the fund and re-appropriated the following year.



Transportation-Related Trust Fund

The Transportation-Related Trust Fund is used to fund community activities related to locally owned projects. The federal dollars are strictly for local government use, and a local match is required.

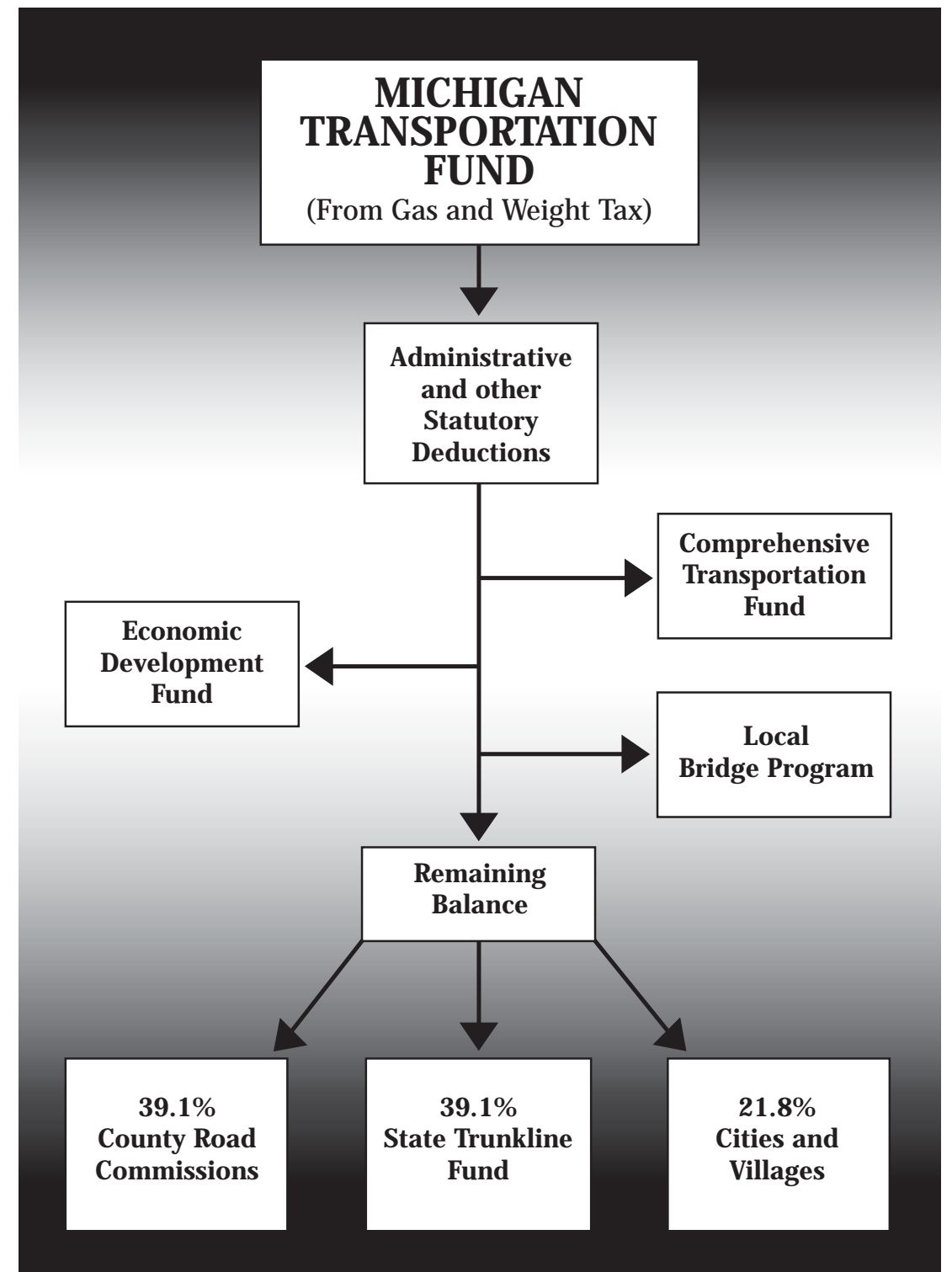
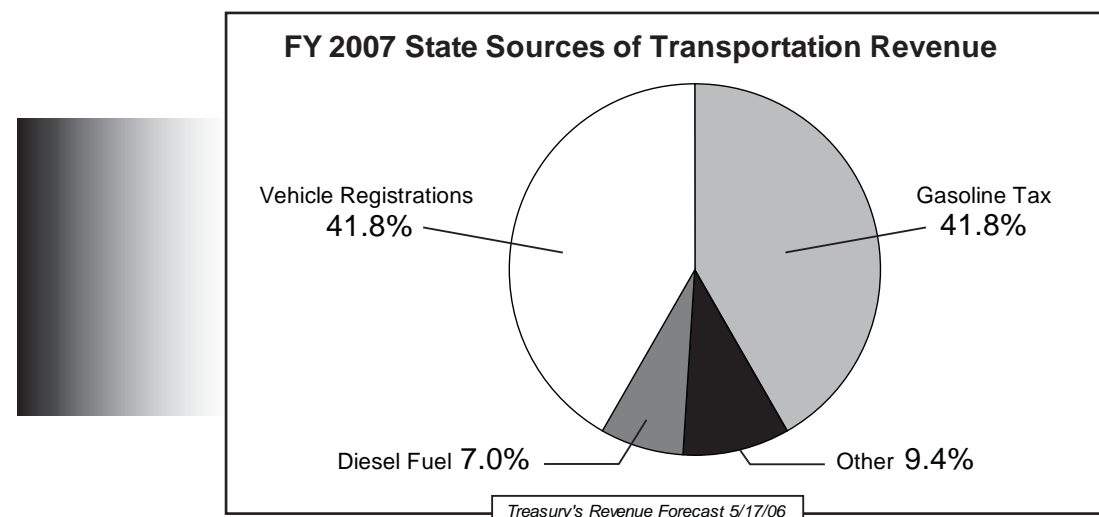
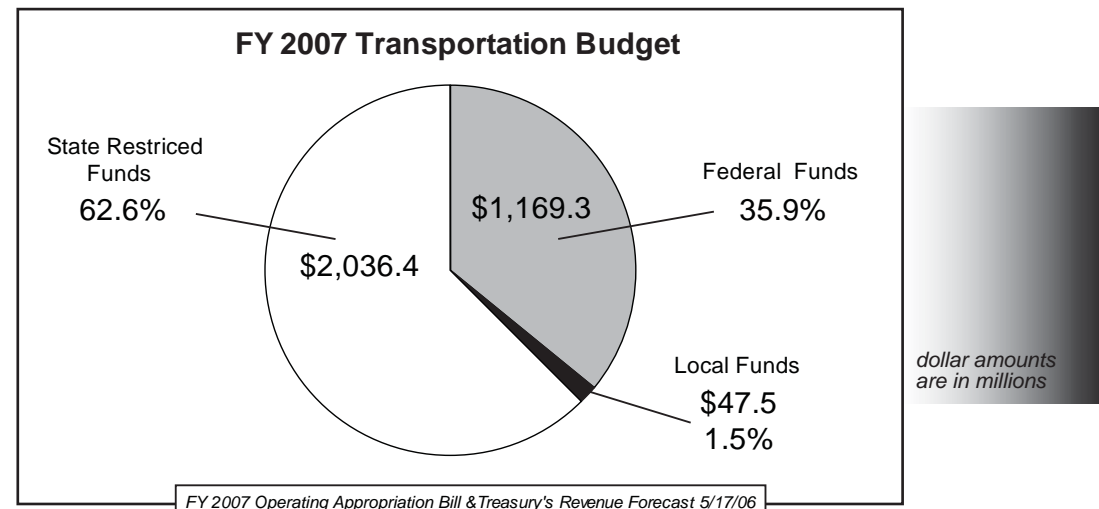
Fuel Taxes

Michigan's fuel taxes are the primary source of state contributions to the Michigan Transportation Fund. In FY 2005-06, the gasoline tax represented approximately 28 percent of the department's budget and the diesel tax represented approximately 4.5 percent of the department's budget. The vast majority of the rest of the budget came from vehicle registrations (26 percent) and federal funds (35.4 percent).

It has been suggested that increased gas prices have provided MDOT with a financial windfall. This represents a misunderstanding of the way that gasoline and diesel fuel are taxed in Michigan. The state gas tax is levied at a flat rate of \$.19 per gallon (\$.15 for diesel). If anything, higher gas prices that result in fuel conservation have a negative impact on the department's fuel tax collections. This is lower than the national average of \$.207 per gallon and lower than the average of \$.239 in the Great Lakes.

Michigan's gas tax rate is the second lowest in the Great Lakes. The federal government also levies a gas tax at the rate of \$.184 per gallon, much of which returns to Michigan in federal aid.

The federal act that authorizes transportation funding is called the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users," or SAFETEA-LU. This five-year funding bill was enacted in 2005.



Transportation Economic Development Fund (TEDF)

Enacted in 1987, the Transportation Economic Development Fund (TEDF) was created to assist in the funding of highway, road, and street projects necessary to support economic growth. The program's mission continues to be to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Those eligible to apply for funds are the Michigan Department of Transportation, all county road commissions, and all city and village street agencies. Developers must work with one or more of the eligible recipients to access this fund.

TEDF Application Process and Project Selection

The process begins with a letter of intent from an eligible recipient to MDOT's Economic Development office. If a project meets the minimum requirements, the applicant is encouraged to submit a full application. Letters of interest and applications for Category A grants are accepted and processed continuously throughout the year. Each quarter, the TEDF office reviews and recommends an investment strategy for projects that are determined to have an immediate need for funding. The project list is submitted to the director of MDOT and the president and CEO of the Michigan Economic Development Corporation (MEDC). The projects approved through this process are administered by MDOT.

Category A - Economic Development Road Projects

The goal of TEDF Category A funds is to promote increased economic potential and improve the quality of life through support of job creation and retention in Michigan. The program provides funds to:

- Improve the network of highway services essential to economic competitiveness.
- Improve accessibility to target industries as a catalyst for economic growth.
- Support private initiatives that create or retain jobs.
- Encourage economic development and redevelopment efforts that improve the health, safety and welfare of Michigan residents.

Each year, a broad range of projects is funded with TEDF monies. Successful applicants must propose projects that address a transportation need (condition, safety or accessibility) that is critical to an economic development project that relates to one or more of the following target industries: Agriculture or food processing; tourism; forestry; high technology research; manufacturing; mining; office centers of 50,000 square feet or more. It also must:

- Create or retain jobs.
- Be immediate and non-speculative.
- Increase the tax base of the local area if the project applicant is a local unit of government and the project immediately and positively impacts local employment and economy.

All construction costs related to the approved project are eligible for funding, including project planning, design, and right-of-way acquisition costs. A minimum match of 20 percent is required. Evaluation credit is given to projects with a match that exceeds the 20 percent minimum.

Other types of projects eligible for TEDF assistance are:

Category C- Reduction of traffic congestion in urban counties.

Category D- Road improvements in rural counties to create an all-season road network.

Category E- Construction or reconstruction of roads essential to the development of commercial forests in Michigan.

Category F- Improve access to the state all-season road systems on routes having high commercial traffic in cities in rural counties.

Transportation Enhancement (TE) Program

Ten percent of the funding distributed to MDOT from the federal Surface Transportation Program is earmarked by federal law for "Transportation Enhancement Activity." These federal funds are distributed through a competitive grant program for transportation-related projects in 12 statutory categories, including projects such as pedestrian/bicycle facilities; roadway beautification and streetscaping; preservation of historic transportation facilities; and several others. Projects funded by this program are aimed at enhancing the "fit" of Michigan's highways, streets and roadways in the communities they serve. A minimum match of twenty percent is required. For more information on the TE program, visit www.michigan.gov/tea.

Safe Routes to School (SR2S) Program

Federal law provides funding for infrastructure projects, law enforcement, and education/encouragement activities aimed at enabling and encouraging children to walk and bike to school, thereby encouraging a healthy and active lifestyle at an early age, and improving safety as well as reducing traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools.

In Michigan, a school-based planning process must be completed as a prerequisite for eligibility to apply for funding. The planning process involves forming a SR2S stakeholder team at the school, conducting surveys of parent's and student's walking and biking attitudes and behaviors, assessing the walking environment leading to the school in order

to identify safe routes and the improvements needed to make routes safe. With this information, the SR2S team develops a SR2S Action Plan to identify short and long-term actions to create safe routes for walking and biking, and to encourage parents and children to use them when traveling to school.

Michigan's SR2S Web site www.saferoutes-michigan.org provides information on the required planning process, how to register for the Michigan SR2S Handbook, Handbook training and technical assistance, guidelines regarding applications for funding, and a wealth of additional information.

Disadvantaged Business Enterprise (DBE) Program

The primary goal of the Disadvantaged Business Enterprise (DBE) program is to ensure that firms owned and operated by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient.

Types of business that MDOT is primary interested in are minority-owned businesses that specialize in road construction, real estate appraisals, surveying, bridge work, pavement marking, landscaping, asphalt or concrete paving and repair, overhead and permanent traffic signs, microsurfacing, highway project cleanup, and road design. The DBE program is federally funded, and therefore is not impacted by the passing of Proposal 2 in November 2006.

There are 466 DBE firms certified with MDOT as of January 2007.

MDOT welcomes applications from firms that are at least 51 percent owned by a socially and economically disadvantaged individual(s), and that meet other federally mandated criteria.

“The nation’s first bicycle path to be constructed alongside an interstate freeway was the 37-mile-long, I-275 path in Michigan, built in 1977.”

Frequently Asked Questions

How Do I Know If a Road Is a State Trunkline?

Generally, all roads that are designated an “U.S.,” “M,” or “I” route are state trunklines (including business routes). MDOT has a list of all state trunklines on our Web site. Access the MDOT Web site at www.michigan.gov/mdot, then click on the “Roads and Travel” icon located on the upper left side of the page, then click on the “Highway Local Names” icon.

How Do I Find Out Which Agency Maintains a Road?

First, determine whether the road is a state trunkline (see previous question). If it is an MDOT road, then you may contact MDOT’s Office of Governmental Affairs at 517-373-3946. They will determine which office handles maintenance for that road. In some cases, MDOT contracts with the county road commission to provide maintenance on state trunklines.

Who Locates and Fixes Potholes?

How Do I Go About Reporting Potholes?

MDOT maintenance personnel routinely inspect state trunklines, monitoring them for many conditions, including the development of potholes. If you notice a pothole forming on an “M,” “US,” or “I” route, you can report it any of three ways:

1. Access the MDOT Web site at www.michigan.gov/mdot, then click on the pothole icon on the lower left side of the page, to display the “Report a Pothole” form;
2. Call the Pothole Hotline at 888-296-4546;
3. Contact your local [Transportation Service Center](#) (TSC) or MDOT region office.

To report potholes and other problems related to local roads, contact your local city or county road commission.

How Do I Order a State Map?

Free state maps can be ordered from MDOT’s Web site at www.michigan.gov/mdot. See “Online Services,” “State Map” to order. You can use the online form to order up to 25 maps; for larger quantities, please call 517-373-3946. To order a construction map, which shows major projects on state trunklines, call 517-373-2160.

How Can I Find Out About Construction on State Roads?

MDOT has posted information online to keep you up-to-date on current construction projects. Visit www.michigan.gov/mdot and click on “Road and Bridge Projects” to view information about major construction projects on state trunklines. For a comprehensive listing of all work on state trunklines, including how traffic may be currently affected, visit www.michigan.gov/laneclosures.

What Is a Roundabout?

A roundabout is a type of circular intersection that has been used in Europe for several decades. In recent years, MDOT has constructed several roundabouts on state trunklines, and more are planned. Modern roundabouts maximize traffic flow by keeping traffic moving, which also decreases emissions and improves fuel economy. Modern roundabouts increase safety by reducing conflict points and slowing traffic through the intersection. Vehicles do not stop in roundabouts, and there are no left turns across opposing traffic lanes. Visit www.michigan.gov/mdot for more information.

What Is a Single-Point Urban Interchange?

A Single-Point Urban Interchange (SPUI) is a new type of interchange for Michigan. In a SPUI (pronounced “Spooey”), a single traffic signal at the center of the interchange controls all left turns. Drivers make opposing left-turns at the same time under the protection of this signal. SPUIs are ideal for urban areas, because they can be constructed where there would not be room for a standard interchange. They allow for more vehicles to make a turn, and can clear the interchange in one traffic signal cycle. They also allow for long, gradual turns, so larger vehicles have more room to navigate, and they can be coordinated with pedestrian street crossing signal systems. Visit www.michigan.gov/mdot for more information.

What Is a Michigan Left Turn?

“Michigan Lefts” are a type of turn unique to our state. Where a Michigan Left is in place, left turns at the intersection are not allowed. Instead, to turn left, you must drive straight or turn right, then make a U-turn at a median crossover. Michigan Lefts have been part of Michigan roadways since at least the late 1960s. Research and experience have shown that the Michigan Left relieves congestion and increases safety by reducing the number and severity of crashes. Visit www.michigan.gov/mdot for more information.

How Do I Request a Change in a Speed Limit?

MDOT plays a role in the process of changing speed limits on state trunklines along with the Michigan State Police. Speed limits are based on scientific analyses of traffic that includes looking at traffic flow, access points (driveways), and safety. Legislators interested in addressing potential speed limit changes should do the following:

1. Contact the local MDOT Transportation Service Center (TSC). The requestor should include their name, the location and nature of the request (i.e., traffic going too fast, increase speed limit, ...).
2. Once the request is received by MDOT, the TSC staff will ask the requestor to contact their city council/township board for a formal resolution requesting that MDOT conduct a speed study. The city council/township board resolution must state that they are requesting a speed study be done and that they will abide by the final study recommendation. Please note the study could show that the speed limit should be reduced, stay the same, or be increased. A speed study will not be initiated until the resolution is sent to the TSC.

3. Once the resolution is received by the TSC, the TSC staff will collect data regarding the location including:
 - Crash history
 - Traffic volumes
 - Future improvement plans
4. The TSC staff then conducts a preliminary field review. The field review will consider:
 - Physical roadway characteristics
 - Closeness of buildings to the roadway
 - Type of roadway (urban, rural, or mixed)
 - Measure preliminary running speeds of traffic
5. TSC staff then reviews the data and recommends one of the following options:
 - A. Perform a detailed speed study (by MDOT’s Lansing office)
 - B. Location does not warrant any changes from the posted speed limit (requestor is notified of such, via letter).
6. If a detailed speed study is performed, it will identify:
 - Eighty five percentile speed
 - Parking allowances
 - Geometric configuration of the roadway
 - Pedestrian activities
 - Roadside features
 - Crash history
7. The recommended speed limit is accepted if the TSC and the Michigan State Police determine it is reasonable, enforceable, and meets the characteristics of the roadway. *(Note that the process is lengthy to determine if a speed limit should be changed or added. It can take up to four months from the time of the request until a final determination is made.)*

How Do I Request That a Traffic Signal Be Installed?

MDOT is responsible for placing traffic signals on all state trunklines. Legislators who are interested in a traffic signal should do the following:

1. Contact the local MDOT Transportation Service Center (TSC). The requestor should include their name, location, and nature of the request (e.g., new signal, revise existing signal operations).
2. Once the request is received by MDOT, the TSC staff will conduct a preliminary screening to determine if further studies are needed. The preliminary screening uses crash history, traffic volume, peak hour gaps and delay, and upcoming work plan data to determine the next actions.
 - A. If the preliminary screening finds that a new signal or modifying an existing signal is not supported, then the requestor will be notified via letter.
 - B. If the preliminary screening finds that a new signal or modifying an existing signal needs further consideration, the TSC will request a full traffic signal study from the MDOT Traffic Signal Unit in Lansing.

-
3. Once a full traffic study is ordered, the Lansing Traffic Signal Unit will conduct a detailed traffic signal survey and compare the results against the 11 traffic signal warrants (requirements) from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). The warrants will be evaluated considering minimum vehicular volumes, gaps in traffic, presence of pedestrians, proximity of nearby signals, and the intersection's crash history.

(Note that the satisfaction of a warrant or warrants is not in itself a justification for a traffic signal. The signal must improve the overall safety and/or operation of the intersection.)

4. Once the full traffic signal study is completed, the requestor will be notified by the TSC whether the intersection warrants a signal or not.

(Note that the process to determine if a new signal should be changed or added is lengthy. It can take up to six months from the time of request until a final determination is made.)

How Do I Make a Freedom of Information Act (FOIA) Request?

Requests for public records must be submitted to MDOT's Freedom of Information Officer. There is no FOIA form to fill out, you must make a request in writing, by U.S. Mail or fax as follows:

U.S. Mail: FOIA Officer
Office of Communications
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Fax: 517-241-1448

Questions on how to write a written request may be directed to MDOT's FOIA officer at 517-373-2297.

How Do I Determine if My Vehicle/Load is Oversized or Overweight?

You can go online at www.michigan.gov/mdot for information to help determine whether your vehicle is oversized or overweight. See "Doing Business," "Permits," to access the following publications: "Maximum Legal Truck Loading and Dimensions (T-1)" and "Truck Driver's Guidebook."

How Do I Obtain a Vehicle Permit?

For overlength or overweight vehicles, drivers can obtain one of two kinds of permits: extended and single trip. Single trip permits may be issued for up to a five-day period. A single trip permit is valid for one trip only, but may be issued to include a return move. Extended permits may be issued on an annual basis and are issued based on the vehicle and load being transported. Single trip permits are available from MDOT TSCs and from private permit services (listed on MDOT's Web site at www.michigan.gov). Extended permits are available from MDOT's Transport Permits Unit in Lansing. For more information, call 517-373-2120.

What Agency Is in Charge of Rest Areas and Welcome Centers?

The Michigan Department of Transportation operates and maintains 81 rest areas along major freeways and roadways for the convenience of the traveling public; 13 of these are also Welcome Centers operated by Travel Michigan. These rest area facilities are open 24 hours a day, offer a variety of services and conveniences, and are located within an hour's travel time of each other. Rest area facilities provide modern restroom facilities, telephones, picnic areas, pet exercise zones, paved parking areas, and fresh drinking water. Additional information about rest areas is available on MDOT's Web site at www.michigan.gov/restareas. Welcome Center information is available on Travel Michigan's Web site at www.michigan.org/travel/industry/welcome_centers.asp.

Why Does It Seem That My Area Isn't Getting Its Fair Share of Transportation Funding?

When looking at a short period of time to assess whether a geographical area is receiving a level of funding that is appropriate for its population, it may seem that some regions are receiving greater amounts of funding. It is important to remember that in any given year MDOT may be working on a large project or two that make the figures seem out of balance. For instance, when MDOT was constructing M-6 through southern Kent County, or reconstructing I-94 through Wayne County, those regions received more funding over short periods of time than their population would dictate. Over time, state transportation funding has been spread equally through MDOT's seven regions.

How Can I Submit a Claim for Damage Sustained to My Vehicle on a State Trunkline?

If you have sustained damage to your vehicle from a pothole or other problem on a state trunkline, you may submit a damage claim. Claims must be submitted to the Region office or TSC closest to where the damages occurred. The state will only consider damages not covered by the vehicle owner's insurance company. The majority of claims are denied under governmental immunity laws. Information and damage claim forms are available on MDOT's Web site at <http://mdotwas1.mdot.state.mi.us/public/damage/>.

Does MDOT Have Any Funds for Businesses Affected by Road Construction?

The use of transportation funds is closely regulated by statute. Under current law, MDOT does not operate a fund for businesses that suffer during periods of road construction. Major projects are planned years in advance, with community input and notice. Unfortunately, MDOT does not have any other way to mitigate the impacts to businesses that may be negatively affected while roads are closed or under construction.

Why Are There Out-of-State Companies Doing Work on Michigan Roads?

In order to make sure that our roads are built and maintained by the most qualified and efficient contractors, companies from other states are allowed to bid on contracts. MDOT's rules and federal guidelines require that we accept the lowest qualified bids on our contracts, regardless of the location of the parent company. These guidelines help ensure efficiency and save taxpayer money.

Where Can I Find MDOT Projects Advertised on the Web?

MDOT projects are advertised on the “Bid Letting Information” page on MDOT's Web site at www.michigan.gov/mdot under “Doing Business.” This is the only way to get construction project bid information from MDOT

What Can I Find on MDOT's Web Site? www.michigan.gov/mdot

Roads and Travel information

- Lane Closures
- Bicycling
- Ridesharing and Carpool Lots
- Safety
- Courtesy Patrol
- Highways and Local Names
- How a Road Is Built
- How a Pothole Is Formed
- Highway Programs
- Non-Motorized
- Road and Bridge Projects

Information about MDOT

- Commissions, Councils and Committees
- Transportation Commission
- Asset Management Council
- Engineering Operations Committee
- Michigan Transportation Research Board
- Executive
- Governmental Affairs
- Communications
- Economic Development

Strategic Planning

- STIP
- SAFETEA-LU
- State Long Range Plan
- Five-Year Program
- Studies
- Title VI

Rail and Public Transit

- Rail Loan Assistance
- Michigan Passenger Transportation
- Rail Safety and Services

Bridges, Borders and Ferries

- Mackinac Bridge:
tolls, bridge cam, history,
photo gallery, statistics
- International Bridge
- Blue Water Bridge

News and Information

- MDOT news
- Statistics
- History:
architecture, bridges, photo gallery,
Transportation Hall of Honor
- Laws and Regulations

Projects and Programs

- Asset Management
- Context Sensitive Solutions:
project examples, policies and contacts
- Grant Programs:
Economic Development
Small Urban
Transportation Enhancements
State Infrastructure Bank

Maps and Publications

- State Maps
- Construction Maps

Reports

- Annual Financial Report
- Construction and Technology
Research Reports
- Legislative Reports

Doing Business with MDOT

- Disadvantaged Business Enterprises
- Permits
- Real Estate
- Traffic and Safety
- Bridge Operations
- Bus and Limousine Operations
- Construction and Technology
- Design
- Purchasing Services
- Travel Services

“Michigan was one of the first states in the nation to consider senior mobility as an emerging issue. MDOT has adopted “Clearview” fonts, which are easier to read, as the standard for all newly upgraded freeway signs.”



Region Offices

BAY REGION OFFICE

55 E. Morley Drive,
Saginaw, MI 48601
Phone: 989-754-7443
FAX: 989-754-8122

Bay City TSC

2590 E. Wilder Road,
Bay City, MI 48706
Phone: 989-671-1555
FAX: 989-671-1530
Serves: Arenac, Bay, and
Saginaw Counties

Cass City TSC

6867 E. Cass City Road,
Cass City, MI 48726
Phone: 989-872-3007
FAX: 989-872-4464
Serves: Huron, Sanilac,
and Tuscola Counties

Davison TSC

9495 E. Potter Road,
Davison, MI 48423
Phone: 810-653-7470
FAX: 810-653-1248
Serves: Genesee and
Lapeer Counties

Mt. Pleasant TSC

1212 Corporate Drive,
Mt. Pleasant, MI 48858
Phone: 989-773-7756
FAX: 989-775-6329
Serves: Clare, Gladwin, Gratiot,
Isabella, and Midland Counties

GRAND REGION OFFICE

1420 Front Avenue,
N.W., Grand Rapids, MI 49504
Phone: 616-451-3091
FAX: 616-451-0707

Grand Rapids TSC

2660 Leonard Street, NE,
Grand Rapids, MI 49525
Phone: 616-464-1800
FAX: 616-464-1189
Serves: Kent and Ottawa Counties

Howard City TSC

19153 W. Howard City-Edmore Rd.
Howard City, MI 49329
Phone: 231-937-7780
FAX: 231-937-2281
Serves: Ionia, Mecosta, and
Montcalm Counties

Muskegon TSC

2225 Olthoff Drive,
Muskegon, MI 49444
Phone: 231-777-3451
FAX: 231-777-3621
Serves: Muskegon, Newaygo,
and Oceana Counties

METRO REGION OFFICE

18101 W. Nine Mile Road,
Southfield, MI 48075
Phone: 248-483-5100
FAX: 248-569-3103

Detroit TSC

1400 Howard Street,
Detroit, MI 48216
Phone: 313-965-6350
FAX: 313-965-5933
Serves: Detroit Area

Macomb TSC

38257 Mound Road,
Sterling Heights, MI 48310
Phone: 586-978-1935
FAX: 586-978-8075
Serves: Macomb County

MITS Center

1050 6th Street,
Detroit, MI 48226
Phone: 313-256-9800
FAX: 313-256-9036

Oakland TSC

2300 Dixie Highway, Suite 300
Waterford, MI 48328
Phone: 248-451-0001
FAX: 248-451-0108
Serves: Oakland County

Port Huron TSC

2127 11th Avenue,
Port Huron, MI 48060
Phone: 810-985-5011
FAX: 810-985-5042
Serves: St. Clair County

Taylor TSC

25185 Goddard,
Taylor, MI 48180
Phone: 313-375-2400
FAX: 313-295-0822
Serves: Wayne County

NORTH REGION OFFICE

1088 M-32,
Gaylord, MI 49735
Phone: 989-731-5090
FAX: 989-731-0536
Toll Free: 888-304-MDOT (6368)

Alpena TSC

1540 Airport Road,
Alpena, MI 49707
Phone: 989-356-2231
FAX: 989-354-4142
Toll Free: 877-404-MDOT (6368)
Serves: Alcona, Alpena, Iosco,
Montmorency, Oscoda, and
Presque Isle Counties

Cadillac TSC

100 E. Chapin,
Cadillac, MI 49601
Phone: 231-775-3487
FAX: 231-775-0301
Toll Free: 800-943-MDOT (6368)
Serves: Lake, Manistee, Mason,
Missaukee, Osceola, and Wexford
Counties

Grayling TSC

1680 Hartwick Pines Road,
Grayling, MI 49738
Phone: 989-344-1802
FAX: 989-344-8403
Toll Free: 888-811-MDOT (6368)
Serves: Cheboygan, Crawford,
Emmet, Ogemaw, Otsego,
Roscommon Counties

Traverse City TSC
2084 US-31 South, Suite B,
Traverse City, MI 49684
Phone: 231-941-1986
FAX: 231-941-1512
Toll Free: 888-457-MDOT (6368)

Serves: Antrim, Benzie,
Charlevoix, Grand Traverse,
Kalkaska, and Leelanau Counties

SOUTHWEST REGION OFFICE
1501 E. Kilgore Road,
Kalamazoo, MI 49001
Phone: 269-337-3900
FAX: 269-337-3909

Coloma TSC
3880 Red Arrow Highway,
Benton Harbor, MI 49022

Phone: 269-849-1165
FAX: 269-849-1227
Toll Free: 877-321-6368

Serves: Berrien, Cass, and
VanBuren Counties

Kalamazoo TSC
5372 South 9th Street,
Kalamazoo, MI 49009
Phone: 269-375-8900
FAX: 269-544-0080
Toll Free: 877-320-6368

Serves: Allegan, Kalamazoo,
and St. Joseph Counties

Marshall TSC
15300 W. Michigan Ave.,
Marshall, MI 49068
Phone: 269-789-0592
FAX: 269-789-0936
Toll Free: 877-324-6368

Serves: Barry, Branch, and
Calhoun Counties

SUPERIOR REGION OFFICE
1818 3rd Avenue North,
Escanaba, MI 49829
Phone: 906-786-1800
FAX: 906-789-9775
Toll Free: 888-414-MDOT (6368)

Crystal Falls TSC
120 Tobin-Alpha Rd.
Crystal Falls, MI 49920
Phone: 906-875-6644
FAX: 906-875-6264
Toll Free: 866-584-8100

Serves: Dickinson, Gogebic, Iron,
and Ontonagon Counties

Escanaba TSC
1818 3rd Avenue North,
Escanaba, MI 49829
Phone: 906-786-1800
FAX: 906-789-9775
Toll Free: 888-414-MDOT (6368)

Serves: Alger, Delta, Menominee,
and Schoolcraft Counties

Ishpeming TSC
100 S. Westwood Dr.,
Ishpeming, MI 49849
Phone: 906-485-4270
FAX: 906-485-4878
Toll Free: 888-920-MDOT (6368)

Serves: Baraga, Houghton,
Keweenaw, and Marquette
Counties

Newberry TSC
14113 M-28,
Newberry, MI 49868
Phone: 906-293-5168
FAX: 906-293-3331
Toll Free: 866-740-6368
Serves: Chippewa, Luce, and
Mackinac Counties

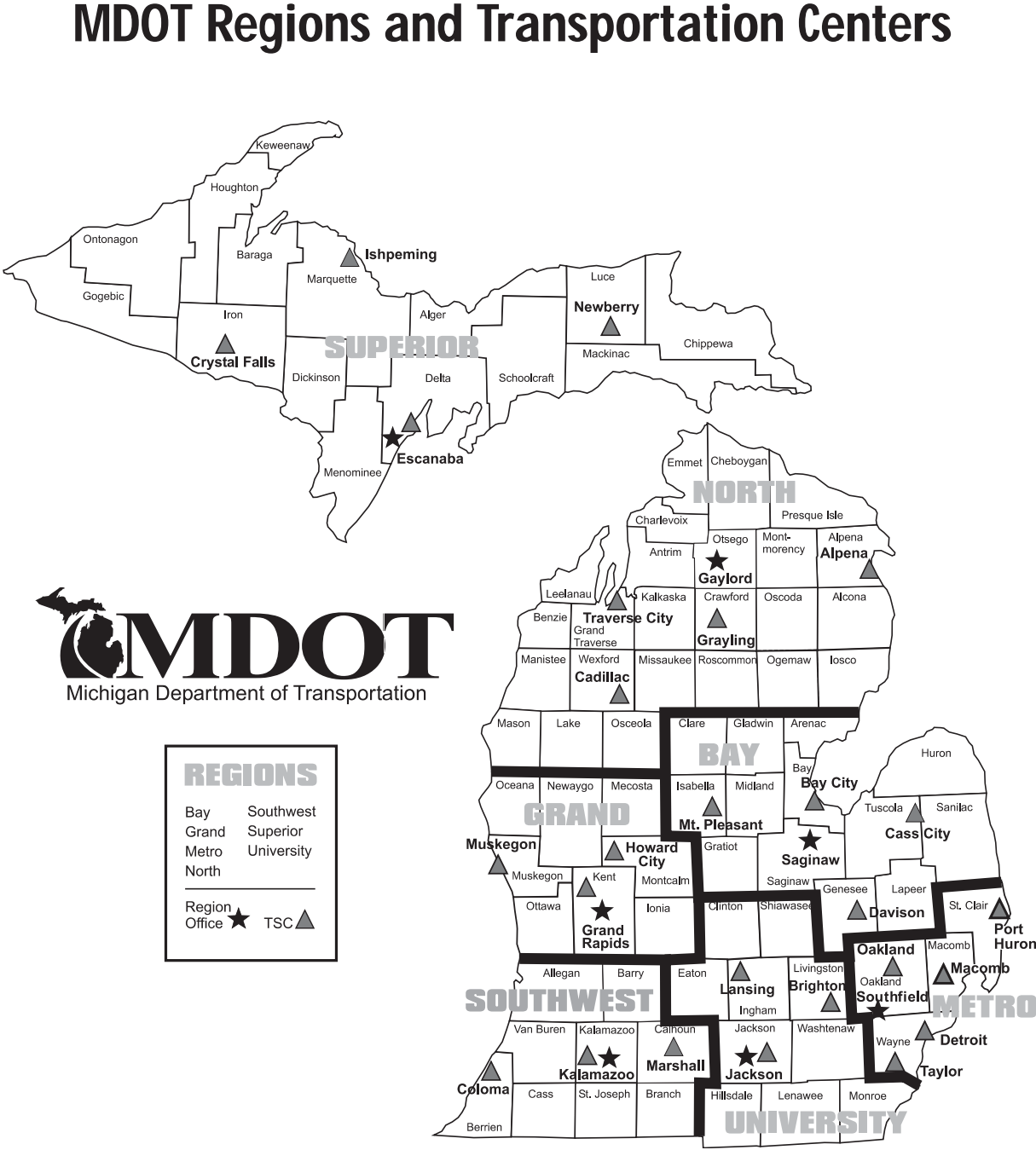
UNIVERSITY REGION OFFICE
4701 W. Michigan Ave.,
Jackson, MI 49201
Phone: 517-750-0401
FAX: 517-750-4397

Brighton TSC
10321 E. Grand River, Ste. 500,
Brighton, MI 48116
Phone: 810-227-4681
FAX: 810-227-7929
Serves: Livingston, Monroe, and
Washtenaw Counties

Jackson TSC
2750 N. Elm Road,
Jackson, MI 49201-6802
Phone: 517-780-7540
FAX: 517-780-5454

Serves: Hillsdale, Jackson, and
Lenawee Counties

Lansing TSC
1019 Trowbridge Road,
East Lansing, MI 48823
Phone: 517-324-2260
FAX: 517-324-0294
Serves: Clinton, Eaton, Ingham,
and Shiawassee Counties





*Providing the highest quality integrated
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and improved quality of life.*

MDOT Office of Governmental Affairs
Phone 517-373-3946 Fax 517-373-6457
Information current as of May 2007